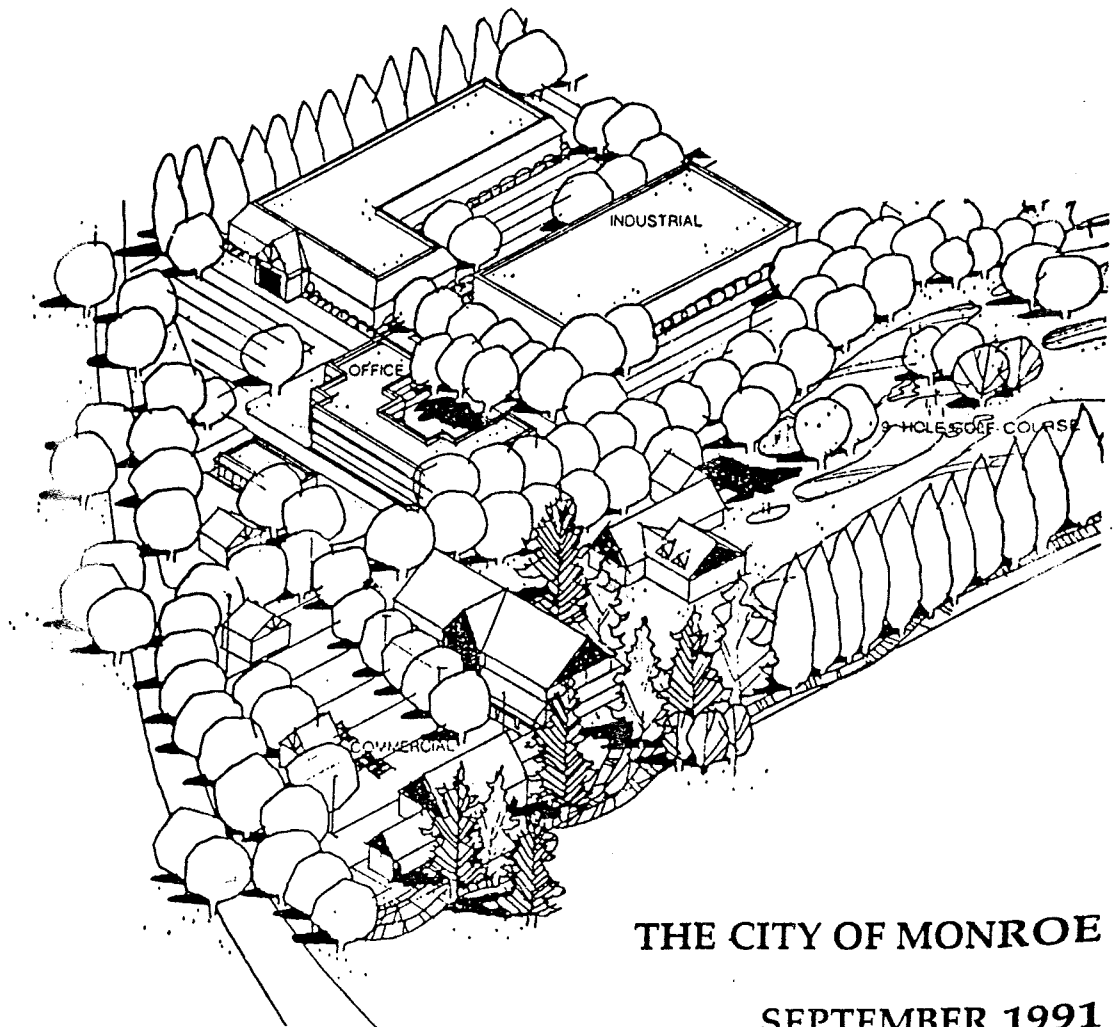


# FRYELANDS DEVELOPMENT

## FINAL ENVIRONMENTAL IMPACT STATEMENT



THE CITY OF MONROE

SEPTEMBER 1991

VOLUME II  
SUPPLEMENTAL REVIEW  
AND  
MITIGATION REPORT

**THE ENVIRONMENTAL IMPACT STATEMENT IS COMPOSED OF A DRAFT ENVIRONMENTAL IMPACT STATEMENT WHICH WAS ISSUED MAY 31, 1991 AND THE FINAL ENVIRONMENTAL IMPACT STATEMENT, VOLUME I AND THIS MITIGATION REPORT, VOLUME II OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT.**

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## INTRODUCTION

### **PURPOSE:**

The purpose of this report is to provide a review of the Fryelands proposal. The review is based upon how acceptable the proposed mitigation measures are, the scope of the project, and to the extent the proposal meets the goals and policies of the city.

The EIS process is one of three administrative actions that can be taken in the SEPA process. The other two actions are used in cases where a development is limited in scope, or where it has been previously addressed in a SEPA determination. These two actions are a Determination of Non-significance (DNS), used where there is no or little detectable impact of a proposal; and a Mitigated Determination of Non-significance (MDNS), used where an impact of a proposal is limited, but significant enough to require some form of mitigation.

### **THE ENVIRONMENTAL IMPACT STATEMENT:**

In this case, an EIS has been required because the city determined there may be significant impacts upon the environment of the Monroe area. The document is not a land use document in the sense that it will determine land use on the site. That was determined by the zoning of the site in 1968 and by the comprehensive plan adopted in 1990 with associated environmental review (Currie Road Subarea Environmental Impact Statement). The purpose of the EIS is to discuss the impact of these land uses and establishes mitigation measures to alleviate or lessen their impact.

The elements of a EIS are established by state SEPA regulations. These elements include impact upon water systems (storm water runoff, ground water, flooding and municipal water service, wetlands), traffic, code compliance and city services.

The development of the study was lengthy and created a variety of background studies in order to determine the type and extent of mitigation necessary to reduce impact.

### **THE ENVIRONMENTAL IMPACT STATEMENT PROCESS:**

The city through a selected consultant and several sub-consultants, has conducted an environmental review of the proposed Fryelands development. The EIS was undertaken based upon the city's determination that the scale of the proposal may impact city services as well as affect the environment of the city and of the unincorporated lands beyond. This potential impact was also recognized at the time of the Currie Road Amendment to the City of Monroe Comprehensive Plan. It was a policy of that Amendment to require an EIS of any "substantial" development occurring in the subarea.

A scoping notice was undertaken in conformance with the city plan, and with concern over the impact of the proposed development. The scoping process included both a hearing and 20 day comment period, to permit other jurisdictions and the general public to provide input into determining what specific elements of the environment, as defined in the state SEPA regulations, should be included.

Based upon those comments, a Draft Environmental Impact Statement (DEIS) was completed. The cost of the preparation of the document was charged to the proponents of the development; however the document was done for the city and under city review.

The DEIS was distributed to all agencies impacted by the proposal. In addition, notice was published in the city legal paper of the availability of the document for purchase or review at both the city hall and the library. Distribution of the document started the required 30 day review and comment period. In addition to the required review/comment period, the city on its own initiative, extended the review period to 45 days. The city also held hearings for the purpose of taking verbal and written testimony. Two of the hearings were held before the City SEPA coordinator during regular sessions of the city council, to permit the city council to personally hear the public testimony.

It should be noted that the council was only involved in hearing comments. The City Council did not debate or discuss the concerns or positions taken by persons providing testimony. Such an interaction could have the effect of the city council establishing a public opinion or assumed position regarding the proposal. Because the council is subject to hearing an appeal to the EIS, a public discussion could prejudice such appeal.

#### WHAT IS THE REPORT AND WHAT DOES IT DO?

This report is a review of the Fryeland proposal and mitigation. The report further refines mitigation in the EIS thereby modifying the proposal to what city staff feels is an acceptable level of impact. The report can best be explained by reviewing the proposal. **The report in fact, refines and supplements the EIS and as such becomes a part of that document. It is bound separately to provide for convenience of reference consistent with WAC 197-11-425.**

The Fryelands proposal maximizes the use of the property as allowed by the comprehensive plan and the zoning ordinance. Because the land is zoned for certain uses does not necessarily mean that every use in that zoning district can occur. As an example, the 12 acre site to the east of the Morning Run Apartment complex is zoned for GC, General Commercial use. The owners of the property have been informed that traffic generated by a typical retail commercial use would require their developing a principal traffic access to

SR-2 across the railroad tracks at SR-522. Blueberry Lane to the south of the site is not an acceptable access because of the potential for drawing traffic through adjacent residential areas of the city. Without this direct SR-2 access the site can only be used for low traffic generation commercial uses, or uses that do not create conflicts with peak traffic periods.

This principal holds true for the Fryelands proposal as well. Just because the light industrial zoning permits general commercial uses, does not mean that large retail commercial use of the property is appropriate if the traffic generated is in excess of what can be properly mitigated.

## **SUMMARY**

### **FORMAT**

This report is divided into three major sections, the introduction and summary, a review of land use issues in the proposal and a further refinement of mitigation requirements.

The introduction describes the purpose of the report and where it fits in the process. The EIS is based upon maximum site utilization; as such, mitigation based upon this utilization is also maximized. The report supplements the EIS by modifying the site plan to better mitigate potential impacts of the proposal. Land use issues look at residential development, commercial development and office/industrial development.

### **HOUSING AND RESIDENTIAL LAND USE**

The housing element reviews the proposed 260 single family lots in terms of the comprehensive plans housing goals, availability, market and the housing opportunities provided. It reviews the proposed residential development in terms of land use relations, open space, school, park and recreational needs. Comments or refinement of some of the proposed mitigation is reflected in the third section of this report; this second section describes how that mitigation relates to the future residential needs of the City.

The city by its definition of housing in the comprehensive plan looks toward, "affording opportunities for housing choice through a diversity of housing types and densities". The proposal looks mainly toward one housing market, and in it providing 260 similar style, size and priced houses. Under the Planned Residential District (PRD) the opportunity is available to provide for a broader housing market. The 130 acre residential area, after contributing 30% toward open space, is capable of providing a density of 2.5 dwelling units per acre or 330 housing units. The difference between the proposed 260 units and 330 units would provide an opportunity to include other forms of housing opportunities and styles, including duplexes and townhouses. A diversity of housing styles would be more in line with the comprehensive plan, and would provide housing to a broader segment of population.

The residential area is also proposed to include a 20.7 acre community park, to be developed along the lines of the Skykomish Centennial Park, with baseball and soccer fields. It is proposed the developer grade and hydroseed the site to city specifications.

Additional park area is noted along the ditch to the north of the residential area. This is to be connected to, and be developed similar to the city owned lineal park walkway in the Monroe Valley Industrial Park now under construction. The trail should include a berm, ditch crossing and landscape screening.

A 7 acre school site is recommended at the south end of the 20.7 acre park site, west of the north-south arterial road. The site is to be graded, seeded and to have utilities stubbed to the site. The value of the dedication and preparation of the school site, like the park sites will be in the same general arena as it would be if the city mitigation ordinances were used.

The park site is proposed at existing grade, and with the moving of the school to an area south of the park, reducing the amount of flood storage displacement.

#### **COMMERCIAL LAND USE**

The recommendation is to disallow the proposed 238,000 square foot commercial area and associated 1194 parking spaces. It generates half of the projected traffic for the proposal and is located in the deepest flood water storage area of the tract. What is recommended instead is what is described in the comprehensive plan:, an area for a local neighborhood service commercial facility, located more toward the southerly edge of the industrial area, closer to the residential areas it is to serve. The site should not exceed 2-3 acres. It should be limited to convenience facility uses, including a gas service station and a few other services such as a cleaners (pick-up), video store, restaurant, etc. It is also a recommendation of this study that the site for the satellite fire station be located in the vicinity of this service commercial area or park.

It is also recommended that a small commercial site be left at the north edge of the site; of an adequate size to permit service commercial uses as opposed to retail commercial uses, such as gasoline service station, restaurant or other similiar uses. The site should be located on the east side of the north-south arterial, just south of the BNRR tracks.

Traffic generation from service facilities should be minimal. They are generally not destination facilities for peak hour traffic, but rather generate their business from other site traffic. The service retail traffic is usually generated off peak hours.

#### **INDUSTRIAL/OFFICE LAND USE**

This report recognizes the predominant industrial land use of the development as proposed in the Fryelands plan as conforming to the adopted comprehensive land use plan. There is a procedural consideration. The city does not have a "Planned Industrial



Development" ordinance similar to the PRD ordinance. It will be necessary to process the development plan for the industrial area as a binding site plan. The site plan would include the previously noted service commercial areas, and satellite fire station.

Most of the industrially zoned area located to the west of the north-south arterial shall be designated openspace. The exception would be a 5 acre site south of Monroe Cold Storage and a 5+ acre site east of the north-south roadway between the drainage ditch and the BNRR tracks. These combined open spaces are equal to 35% of the total industrial site. The 35% represents the combined openspace of all the individual lots, and would normally consist of landscape areas and storm water retention sites. The use of the area west of the north-south arterial as a combined golf course and open water retention system is appropriate. Use of this site for a public golf course would equally satisfy the intent of the 35% landscape requirement. The golf course would also provide an exceptional method of retaining and filtering storm water.

Monitoring and controlling storm water discharges to the drainage district ditches is also discussed. The city will enter into an interlocal agreement with the drainage district covering this issue. Discussion has focused on maintaining existing water quality and discharge rate. Flood storage will be addressed as discussed in the commercial section of the report.

#### **MITIGATION REQUIREMENTS**

This is the third element of this report. More concise than the land use element, it reviews specific mitigation discussed in the land use element. It also goes into further detail, defining how and when particular mitigation will occur.

Some mitigation elements of the plan must be installed within the first phase of development. In particular, the north-south arterial must be constructed. Included with this roadway are the signalized intersections at SR-2 and 164th Street SE.

Other traffic mitigation shall be required as other portions or future phases of the development are presented to the city for approval. With a decrease in the projected traffic generation resulting from a decrease in retail commercial land uses, the timing of the additional traffic mitigation will need to be evaluated as each future phase of the project is proposed. The installation of any mitigation measures will only be done after consultation and review with the appropriate agency (i.e. WSDOT).

Proposed fire mitigation involves the contribution of \$100,000 towards the purchase of additional fire equipment (i.e. ladder truck). It will also involve dedication of the previously noted satellite fire station site.

School and park mitigation have been discussed in the residential land use portion of the report, except that boulevard landscaping along the north-south roadway shall be installed as a part of the construction phase of the north-south roadway as shall the lineal trail system.

Initial security of the site is proposed through installing street lights early in the development phase and requiring private security patrols during the construction phase of the development.

The water main should be looped through the site, and constructed under the BNRR and SR-2 so as to be able to connect the main, that will be constructed by others through the airport property west and south from the 179th Avenue SE water main. The southern loop should continue through the development and connect to the water main on 171st Avenue SE, north of the Blackhorse subdivision.

The developer of the Fryelands shall be responsible for an engineering study and any additional sewage pumping capacity that needs to be added to any city lift stations. They will also be responsible for a proportionate share of the expansion of the City Sewage Treatment Plant Capital Expansion Fee as required by city ordinance and resolution.

Proper retention of storm water runoff on the site is critical. A series of ponds are proposed to retain up to the 100 year storm. The release rate of the runoff shall not exceed that currently occurring on the site. The City will be signing an agreement with the Drainage District to establish water quality requirements. Special precaution shall be taken during construction of the development will limit runoff, including seeding of certain disturbed areas of the site.

**CITY OF MONROE**  
**REPORT ON THE**  
**FRYELANDS DEVELOPMENT PROPOSAL**  
**FINAL ENVIRONMENTAL IMPACT STATEMENT**

**RESIDENTIAL LAND USE:**

130 Acres of the proposed Fryeland Development is zoned and proposed to be used for residential purposes. The City of Monroe Comprehensive Plan has designated this area as residential, 2-3 dwelling units per acre. The property is and has been zoned SR-15,000 (Single Family Residential) since its annexation in 1968.

The Comprehensive Plan has designated this area as a planned residential development area, subject to Section 18.84 of the city code. This section sets forth the process for submitting and reviewing a planned residential development (PRD). The PRD ordinance requires a development plan be reviewed by the Planning Commission and that the Commission hold a public hearing on the PRD in conjunction with the preliminary plat public hearings.

**DEVELOPMENT CONSIDERATIONS:**

**Wetlands:**

The proposal was to develop a 260 lot single family subdivision on the 130 acre of land. Ten acres of this area are shown on the city wetlands map as PEM1 and PSS1 (Class III wetlands). Class III wetlands have required minimum 25 foot undisturbed buffer and are to be designated in any plat with a Native Growth Protection Easement (NGPE). The specific boundaries of this wetland area will be defined as a part of any PRD submittal. This 10 acres is not considered to be prior converted cropland. The ten acre wetlands site is less than 25% of the residential plat area, therefore 100% of the development value of the wetland site can be transferred to the remainder of the development proposal per city standards.

**Potential development density:**

The city in determining maximum gross density of any site for land zoned SR 15,000, uses the following formula to determine the maximum number of dwelling units per acre (DU/A):

$$\frac{1 \text{ Acre (43,560 sq. ft.)}}{1 \text{ DU [(15,000 sq. ft.)} \times 1.25]} = 2.32 \text{ DU/A}$$

The 1.25 multiplier is designed to compensate for street ROW, other easements and odd shaped lot sizes. A plat could, on the basis of a normal 130 acre plat, allow for 302 dwelling units therefore. When a development is submitted as a PRD, and all the requirements of the PRD are met, an additional 10% density bonus is allowed. This would allow a maximum density on the site of 330 dwelling units.

### **Housing Opportunities/Styles**

The City of Monroe has had little subdivision activity in the past ten years in the city limits. Most new homes constructed have occurred as in-filling. Because of this, new construction style and general housing size has been constrained by the values and types of the surrounding housing. Only three subdivisions have been approved during this period: Scandia Meadows (Sunnybrook), Black Horse and Cate's. The first containing 72 lots, the second 31 lots and the third 24 lots. Housing construction in all three of these subdivisions is of the same type with regard to size and style. None of these developments necessarily meet all of the city's housing policies/goals. That goal being that there should be a variety of housing types, styles and values (opportunities) made available in the city.

### **Comprehensive Plan Goals**

A housing development at the scale proposed in the Fryelands Planned Residential Development is large enough to be able to provide a variety of housing styles, sizes, design and most of all a variety of housing opportunities without creating a negative economic impact on the developer. Variety might actually present better sales opportunities than 120 acres of housing with the same or near same number of bedrooms, exterior design and housing value. Comprehensive city goals are as follows:

GOAL CRR-01. Preserve the rural small town atmosphere of the city by providing new residential development compatible with present housing densities and/or lot sizes.

GOAL 2.62.100 Provide decent homes in suitable living environments for all families and individuals in the community by affording opportunities for housing choice through a diversity of housing types and densities, and by maintaining the current housing stock in a high quality condition.

Before the city were to permit the residential development, the requirements of the city comprehensive plan should be incorporated into the planned residential development.

### **Flood Plain Concern**

According to engineering calculations based on the site plan, the flood level of the 100 year event could increase 0.90 inches. Based upon these calculations and the requirement that all finished floor elevations be a minimum elevation of 31.0, any housing constructed should be safe from the 100 year flood.

Staff concern is not with the calculations presented in the FEIS or the assurances that the development being above the 100 year flood elevation. Because the ground is flat a one foot rise in flood elevation will cover a large area of land horizontally. As an

example, the difference between the 100 year and 500 year flood along the northern edge of the flood plain (and southern edge adjacent to Lords Hill) amounts to only 20 to 30 feet of horizontal distance. The same elevation difference in the proposed residential portion of the Fryelands amounts to between 200 to 500 feet of horizontal distance.

The City of Monroe is currently participating in, and has been selected as a model city for the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) Community Rating System (CRS). As such it is of particular importance to the city to insure that development, and particularly new residential development not be subject to flooding. The city has a Flood Protection Ordinance. The Ordinance was reviewed and approved by FEMA in June of 1990. The ordinance like other FEMA approved ordinances permits the building of structures within a flood plain, provided the lowest habitat area of a residence, and the first floor of a non-residential building is at least one foot above the 100 year flood plain (31 feet).

Because of the potential of flood waters rising higher than the 100 year level, and because of the flat topography of the site, it is in the interest of the city and future residents in the development to have additional flood protection. As the elevation of the 500 year flood event is between 31 and 32 feet, an additional safeguard for the residential portion of the Fryelands is being considered. This kind of a safeguard is easy to achieve by constructing a multi-purpose berm which will also serve as a buffer between the residential area and the agricultural area west of the city.

#### **Residential Traffic**

The proposed 260 lot subdivision is projected to generate 2507 vehicle trips per day (VTD), with approximately 460 or 18% of the trips occurring during A.M. & P.M. peak periods. This is approximately 9.64 trips per day including 1.8 trips per day for the two peak periods for each household. Applying the same ratio's to the maximum number of permitted dwelling units, 330, would provide similar traffic. If, of the 330 dwelling units, 1/3 were attached housing and 2/3 were single family, a similar traffic generation profile to that represented by the 260 three and four bedroom homes occurs. These smaller attached homes would generate 7+/- vehicle trips per day for a combined total with the other 220 units of 2997 VTD's. 490 VTD's more than the 260 dwellings. They would also generate a similar increase in peak trips over the 260 dwelling units with a total A.M. and P.M. peak trip generation of 550 trips or an additional 90 trips beyond that produced by the 260 dwellings.

#### **Open space and recreational opportunities**

The preliminary site plan shows approximately 30.7 acres of open space. A PRD requires 30% to be in open space, with half of this

being used for recreational purposes. This amounts to 39 acres of open space, 19.5 acres of which has to be retained and developed for recreational purposes. The twenty acre open space site initially proposed for both a school site and a park and recreational area would fulfill this requirement. The 10 acre site south of the residential development is a designated wetlands, would remain as undeveloped open space.

The development should be designed to locate part of the remaining required open space along the north side of the east-west drainage ditch with access points to the proposed residential area south of the proposed industrial area. Additional open space may be used within the housing area as buffers. If any open space is proposed to be other than public property, a home owners association needs to be established to maintain the private or common owned open space.

City park dedication policy is based upon park ratios and formulas used elsewhere in the Puget Sound area and upon the National Recreation and Park Association (NRPA) standards. Generally, these standards can be equated to the provision of one acre of recreational property for each one hundred persons. This acre is then divided into three categories of usage for residents:

1. Neighborhood parks providing recreational values to small children generally comprised of swings, slides and similar tot lot features but not including any public facilities.
2. Community parks providing recreational values to older children and adults and are generally comprised of organized athletic facilities and include some public facilities such as restrooms, public water, etc.
3. City-wide parks providing recreational values to a broad range of citizens comprised of nature trails, arts & crafts, theater, picnic and view sites.

Under the city park policies the following acreage would have to be dedicated to the city for park or donation of monies of an equal value in lieu of land:

Zone	Neighborhood Park	Community Park	City Park	Total
SR-15,000	.009	.039	.025	.073
Commercial/Industrial	-	.024	.010	.034

This would equate to the following acreage per use zone:

SR-15,000	1.7A	5.07A	3.25A	10.02A
Commercial/Industrial	-	4.27A	1.78A	6.05A
Total Acre	1.7A	9.34A	5.03A	16.07A

The PRD ordinance requires that 30% of a development be left in

open space, and that half of this be developed recreational property. Thirty nine acres of open space would be required with half (19.5 acres) to be in developed recreational use. Given the park dedication requirements of 16.07 acres of land, it would appear the proposal with 19.5 acres covers this requirement.

Six acres of the 16.07 acres of land of the park dedication is a requirement of the commercial/industrial portion of the development. The city formula to accept an equivalent dollar value of land in cases where the actual park is not to be located within the proposed development would mean the 6.05 acres of industrial land would be transferred to the community park. Because of the greater dollar value of industrial land, that 6.05 acres in conjunction with the residential 10 acres would be equal to the 19.5 acres of park required under the PRD ordinance. The actual value of the land would be determined by a review of the sales contract for the purchase of the land, or if necessary, by having the land appraised. For calculation purposes, assuming the industrial/commercial land was worth \$2.00 per square foot (raw land value cost) at purchase, the 6.05 acres would result in a donation of \$527,026 above the dedication of 10+ acres of SR-15,000 zoned land.

It would appear that the proposal achieves the same goal for the community park proposed in the comprehensive plan. The type of community park needed in this location is similar to what is under construction at the Skykomish River Centennial Park. Because the full cost of such a development is a community or subarea development responsibility, the total development of this park shall also include park dedication funds from other developments in the Currie road area.

Initial park development shall be by the developer of Fryelands. This initial construction should consist of grading and seeding of the site and provision of the parking area, to a standard where with little additional improvement by the city, the fields can be used in the city/school district park/athletic programs. Future capital development of the site will be from monies received by the city from other future developments in the Currie Road area.

The park should be located west of the north-south arterial and north of the recommended school site. This location is in conformance with the comprehensive plan, would provide an additional buffer to agricultural lands to the west of the city limits and maintain existing flood storage capacity of the site.

#### School Mitigation

The proposal notes that part of the 20.7 acres of open space west of the north-south road is to be used for school purposes. Since the initiation of this proposal and EIS, the city has passed a school mitigation ordinance in conjunction with the School District

and Snohomish County. The mitigation fee schedule if applied would be as follows:

Single Family Home	--	\$2,661.25 per DU
One Bedroom Apartment	--	\$1,405.35 per DU
Multi-Bedroom Multi-family	--	\$2,015.31 per DU

If the current mitigation fees were to apply, the mitigation costs would be within the following designations:

260 units of single family	--	\$691,925
330 units of mixed development	--	\$807,159

Were the school district to use mitigation fees to purchase the unimproved site from the developer, the site and cost approximately \$750,000. This proposal is for the developer to provide an improved school site in west of the north-south arterial. Given the dedication of an improved building site, the value of the dedicated site is comparable to any future mitigation impact fees that could be collected under the city mitigation ordinance. The recommendation is for a seven acre school site to be dedicated in a location south of that proposed in the EIS, opposite the extension of 154th Street SE (see figure 1 & 4). This would be south of the previously proposed site, and would require changing a portion of the alignment of the north-south arterial.

Development of a school site at this location would:

1. Provide direct access to 154th Street SE. as well as the north-south arterial,
2. Would leave the 20 acres of previously proposed open space for a larger community athletic complex - closer to duplicating the Skykomish Centennial athletic complex. This park could be used by the School District for the playground and recreational requirements of the school, and,
3. Would require less fill.

#### **RECOMMENDATIONS:**

##### **Buffering and Street Design**

The development shall be redesigned to incorporate the open space discussed previously in the report. Housing clusters should be explored to incorporate innovative design. The network of public streets should be designed to city public street standards as a framework for traffic and public emergency vehicle access. Public streets shall be planted with shade trees as per city standards. Private easements may be considered but should incorporate parking



areas to serve housing clusters. Such streets should be looped and provide turn-arounds with a radius capable of supporting fire or other large vehicles.

The area of the housing development adjacent to the east-west drainage ditch should provide at least two pedestrian access bridges across the ditch to the trail system paralleling the ditch on the north side (figure 2). The trail system shall continue the berm and screen planting design from the properties to the east. Elevations along the south side of the ditch should be to an elevation equal to the berming along the north-south roadway. Public access should also be provided to the south side of the ditch.

#### **North-south Arterial (Residential Design)**

The north-south arterial shall have a single, wide traffic lane for each direction of travel. There shall be a center divider twelve feet in width, which shall have curb and gutter, and shall be landscaped and including trees to provide a residential atmosphere. The outside of each road way shall have a gravel shoulder. The east side of the road shall have a slight grade separation, be landscaped (see figure 3a). A future design for this street might include two 12 foot travel lanes in each direction (See figure 3b). There shall be no access provided individual housing from this street. Housing backing to this street shall have a fenced or planting screened along the rear yard to provide an additional privacy/noise screen from the roadway. Turn lanes shall be located in the center island for left turns into the residential streets accessing the north-south roadway. Such access points should be limited to one street either side of the intersection with 154th Street SE.

The west side of the roadway shall have a landscape berm at least 34 feet in elevation. The berm shall contain strategic tree plantings. The berm shall have a slope that will permit maintenance (5:1), including grass mowing by city crews. There shall be an asphalt pathway 10 feet in width located generally to the west side of the berm, between the berm and the fence line. The pathway should meander as opposed to being straight, and may at times meander to the top of the berm. In no case should the pathway be located closer to the roadway than ten feet. A fence shall be located along the west city limits.

The north-south arterial should be at a 34 foot elevation at the juncture between the residential and industrial area, to maintain the continuous 34 elevation around the subdivision.

#### **Openspace**

As noted previously, the PRD section of the zoning ordinance requires that 30% of a planned development be left in openspace, and at least half of this (15% of gross area) be retained and developed for recreational use. This results in 19.5 acres

remaining for use as other open space . Ten acres south of the development is to be designated as Native Growth Protection Easement (NGPE).

The design for the development may also take into account the provision of internal walkways. Consideration should also be given to providing sites for other public and quasi-public uses. Storm water retention systems may be included within the park and open space west of the north-south arterial (See review of retention systems).

**SUMMARY OF CONDITIONS FOR THE  
RESIDENTIAL DEVELOPMENT AREA**

1. The PRD should include a variety of housing styles and values and should explore 2-bedroom expandables, detached housing and clustering of housing units.
2. Street design should provide a framework of public streets to city design standards as well as cluster housing.
3. The development shall include open space along the northern drainage ditch as well as walkways within the development.
4. Location of related quasi-public structures should be considered within the plan.
5. A trail berm/dike shall be constructed along the west edge of the north-south arterial.
6. A school site should be located at the south end of the proposed 20 acre park but close enough to have a combined facilities value.
7. The boundary of the 10 acre wetland should be defined and placed in a NGPE.
8. The proposed preliminary plat shall be reviewed as a PRD and shall include public hearings before the city planning commission.

## **COMMERCIAL LAND USE**

### **COMMERCIAL LAND USE:**

The proposed site plan includes the construction of 238,000 square feet of retail commercial space along the north edge of the Fryelands development site, adjacent to SR-2. This development would create 12,814 vehicle trips per day, with a peak hour volume of 995 vehicle trips.

### **Available commercial land**

The market study notes an absorption rate of 40,000 square feet of retail commercial space (two acres of land including parking) per year for the City of Monroe. The city has approximately 35 acres of undeveloped commercially zoned land. Approximately 15+ acres of this land is located along Main Street, in small disassociated parcels. None of this property is of sufficient size to permit the construction of anything greater than a small neighborhood service center, the largest tract being 8 acres.

There is approximately 20+ acres of commercially zoned land along the north side of SR-2, between Chain Lake Road and Gas Tank Road. The site has good highway exposure, however the eastern part does not have depth. It is currently being viewed by fast food restaurants.

Commercial land along the south side of SR-2 is limited and has access problems.

### **Commercial Market**

There are other factors to consider in the success potential of a commercial site. One being the market saturation for the trade area. The market study for the EIS notes a trade area demand of around 40,000 square feet of commercial space per year for Monroe. The demand comparison is based upon competition with existing commercial uses. One of the existing competing uses is the newly opened Monroe Plaza, which has achieved an occupancy rate of over 90% in less than one year. This rate would suggest that there is or has been a need for commercial space in the area. With a 90+ occupancy rate in less than one year a question is raised as to whether that void has been filled.

Monroe Plaza is slightly over half the size (133,000 sq. ft.) of the proposed commercial center in the Fryelands (238,000 sq. ft.). The Fryelands center being larger, would most likely attract uses not common to either Monroe Plaza, Marhanlo Center or the Monroe Commercial Center, such as furniture, clothing appliances, and possibly a theater. It is currently necessary to go to Everett or Totem Lake (Kirkland) to find these services.

### **Traffic**

Trip generation of the commercial center is proposed at 12,814

vehicle trips per day (VTD). This is over half (52%) of the trips to be generated by the entire industrial/commercial/residential development. The commercial development would generate 39% of the P.M. peak traffic and 16% of the A.M. peak traffic. Were the commercial area developed industrially, it would generate between 893 and 1062 VTD's and would decrease A.M. peak traffic to 68 trips and P.M. peak traffic to 142 trips.

#### **Wetlands**

The entire project area, with the exception of the 10 acre wetland noted in the residential section, has been determined to be prior converted cropland by the Corps of Engineers, and "is not subject to regulation of section 404 of the Clean Water Act". A 10 +/- acre site will remain on the north edge of the proposed development as wetland, mainly for its contribution to the stream area and drainage ditch on the north edge of the development.

#### **Flood Plain**

The proposed site for the commercial property was located west of the north-south arterial, generally in the location of Monroe Cold Storage. This is also the area that would require the deepest fill in the flood plain. Most of the area to the east and southeast (east of the north-south arterial) does not require a great deal of fill to rise above the flood plain, consequently does not impact the storage capacity of the area for flooding as significantly. Existing grades in the commercial area range between 21.6 feet to 25 feet. With an average of approximately 23.0 . With a 100 year flood elevation of 30 feet it will require 8.4 feet of fill on the west edge end to reach the 30 foot elevation. Filling this part of the site has the greatest impact on flood storage.

#### **Land Use**

The zoning code for the city lists GC, General Commercial uses as a permitted use under the LI, Light Industrial zone. The Commercial Land Use Policies for the Comprehensive Plan (Currie Road Amendment) are specific in addressing the type of commercial land use recommended for the area. Policy CRC-01, states "Neighborhood commercial land use should be limited only to the immediate convenience shopping needs of the subarea. The policies then go on to designate where this commercial convenience area should be located. The "Plan" does not address the issue of a larger commercial shopping center on the basis that the site was to be used for an industrial park and planned residential area. Commercial use was to service this development only. While the zoning code would permit such a use, the designation of 238,000 square feet of commercial development does not meet with the intent of the comprehensive plan for this area. The plan calls for commercial uses to be service commercial.

#### **RECOMMENDATIONS:**

The proposed large scale commercial development (238,000 sq. ft.) falls outside of the design and intent of the adopted comprehensive

city plan for the Fryelands area. The potential commercial success of the proposed commercial development in relation to other commercial areas of the city should not be an overriding consideration in allowing or disallowing the use. Other areas of the city (SR2 and Gas Tank Road) are capable of also providing the type of services that could occur on this site.

The proposed use would generate over half of the traffic for the development requiring substantial traffic mitigation. The site's traffic would be considerably lower with a limited commercial area permitting the traffic from the Fryelands to enter the roadway network without the overall impact noted in the EIS.

The recommendation is to disallow the large retail commercial development as proposed and limit such commercial development to that recommended in the comprehensive plan - service commercial. It should be located more central to the industrial area and the residential area it is to serve. A service station, restaurant and/or similar uses could be considered between the drainage ditch and the BNRR tracks along the north/south collector road. The service commercial site should be limited to just that needed for local service use, such as: convenience store, restaurant, automotive service (not including repairs), cleaners and similar uses.

With the relocation and limitation of the size and function of the commercial sites, there will be a considerable reduction in traffic impact. These uses will not increase peak traffic by becoming a destination site, but rather a point for other destination peak traffic. Screening and landscaping of such a facility should be determined and made a part of a binding site plan, to insure compatibility with the surrounding area.

Wetlands are not an issue with the proposed large commercial site, however; flooding is. The proposed larger site was located west of the north-south road. This area, because of its elevation, provides the largest area for flood water storage. Its elimination should decrease floodplain displacement.

#### **SUMMARY OF COMMERCIAL RECOMMENDATIONS:**

1. The use of commercial lands within the Fryelands proposal should be limited to the service commercial uses defined in the Comprehensive Plan.
2. A limited scope commercial area (figure 4) may be developed south of the BNRR tracks along the north/south collector road. Uses may include auto service, restaurant and other similar uses.
3. The location of commercial lands should be central to the industrial zoned property or closer to the residential area which is considered a major part of the service area for that

commercial use.

4. The commercial uses should be limited to neighborhood service uses, such a convenience store, service station, cleaners and similar types of neighborhood needs.

5. The service commercial area should maintain a uniformity in design, and should be landscaped. The design should be included in a binding site plan, or subdivision or PRD plan for the area.

6. Lighting and signing should be low level with exposure to the north-south road only. These items should be keyed to the same documentation as 4, above.

7. The commercial site or adjacent area should be considered as a potential site for the satellite fire station to be dedicated.

8. Portions of the previously designated large retail commercial area should be shown as open space as outlined on figure 4.

9. The north-south roadway should be realigned (figure 4) to compensate for the relocation of the commercial area.

## **INDUSTRIAL/OFFICE LAND USE**

### **Industrial Land use**

The industrial and office uses in the proposed Fryelands site development are in conformance with the adopted comprehensive land use plan. 78 acres of the site has been zoned industrial (Mercantile) since 1968. The proposed expansion to 178 acres was a recommendation in the comprehensive plan amendment adopted in 1990. It was the intent of the comprehensive plan for this area to develop as an industrial park. To conform to the intent of the comprehensive plan, and as an initial step in the review process, the combined open space requirements of the industrial zone have been shown on the proposed plan as a separate site, west of the north-south arterial. The proposed office uses are a permitted use in the light industrial area and not in conflict with the intent of the comprehensive plan as is the proposed large commercial area.

The city does not have a planned industrial section to the zoning code as it does for residential uses, consequently, this property would have to be developed as a binding site plan, as was used for the Monroe Plaza. An alternative would be to develop a planned industrial development process in the city's zoning code, using much of the language of the residential zone (PRD) district. In either case, the procedural section of the PRD section should be used.

### **Flood Plain**

With much of the previously proposed commercial area now proposed for openspace, it is recommended the north-south roadway through the industrial area be revised to reflect the reallocation of the 35% openspace requirement. The revised roadway alignment should maximize the flood storage potential of the northwest corner of the site as much as possible.

### **Open Space, Ground Water and Storm Water Retention**

Storm water retention is proposed to be provided in the open space area of the industrial park. The Code does not require the 35% open space to be designated city owned or public recreation open space. It is based upon the zoning ordinance requirement that each lot in an industrial area not cover more than 65% of the lot with buildings and paved areas (impervious areas). 35% of each site must be left in open space for storm water retention and for landscaping, not including road rights-of-way. It is a combination of all the individual lot open spaces that comprise the area west of the north-south arterial designated as open space. Since this land is privately owned on an individual lot basis, it may also be privately owned in aggregate.

The installation of a single storm water retention complex as opposed to a number of small individual systems will give the city

the capability to control the retention system at a higher standard than would be possible by privately owned lot by lot systems. The storm water retention system proposed in the EIS appears to be adequate, however the specific engineering and environmental design will be subject to future city review and approval at the time of a request for development.

The design of the system must take into account a release rate for storm water comparable to the current release rate of the area. The same is true for water quality, the current quality should be maintained. Because this water enters the Drainage District 4 ditch system, the solution proposed to the water quality and discharge rates must also be satisfactory to the Drainage District. The City of Monroe and Drainage District Four are developing an interlocal agreement establishing their future relationship.

Discussion on water quality centers around testing of water quality at the borders of the Frylands site, prior to development to establish existing water quality. Periodic testing shall continue after development to insure that the agreed quality is maintained. Cost of such testing shall be at developers expense. Standards shall be reflected in a binding site plan, subdivision or PRD plan for the area.

The retention system shall be designed to release water at a rate similar to the current discharge rate. Since there are no current established rates of discharge on site estimates shall be made during the winter of 1991-92 to determine the volume of runoff. The proposed retention system for the site shall be designed to reduce short duration high level storm water runoff impact on the system, decreasing ditch sedimentation from sheet runoff from the site. This should also reduce impact down stream from storm water surge on the Drainage Districts system.

The containment of storm water runoff into a controlled retention system, along with the filtering of such water and monitoring of the release of waters from that system at current water quality standards should eliminate the possibility of contaminated waters impacting ground water.

### Traffic

The traffic generation of the industrial area has been determined at just under 6000 vehicle trips per day, and for the office portion to be slightly over 3000 vehicle trips per day. This projection is based upon a combination of manufacturing, warehousing and office uses. Peak period trip generation for either the A.M. or P.M. period is slightly over 800 vehicle trips for industrial uses and 500 trips for office uses. This number appears reasonable as the mix of manufacturing and warehousing is weighted toward warehousing. Trip generation projections for the office use also appears to be adequate.



The ratio's do not take into account a large user operating on a 24 hour/ three shift per day basis. Multi-shift operations impact travel periods by combining both incoming and outgoing shifts into the same travel period. Were such a large employer to become a part of this industrial development, a new SEPA determination would be made and a TDM study would be required.

### Wetlands

Comments received from the various agencies in response to the wetland issue discussed in the EIS, reference the U.S. Army Corps of Engineers (COE) as the final authority in determining wetlands. The determination made by that agency is that the project site is a prior converted cropland, and as such "is not subject to the regulation by section 404 of the Clean Water Act." By COE definition the area is not a wetlands. Additional study by the applicant has shown that for the most part, there is only one individual area of over one acre in size that would by any other definition be considered a wetland. The small wetland is proposed to be maintained as a part of an open space between the north drainage ditch and the BNRR tracks. A 10+ acre site along the south side of the development identified on the city wetland maps is also proposed to be maintained as a NGPE.

### RECOMMENDATION

The proposed industrial use is in compliance with the City Comprehensive Land Use Plan. Recommendation in this area are on the development limitations as opposed to the proposed use.

Storm water is a major concern: its collection, its quality and quantity at discharge into the drainage system as well as its affected ground water. Most of these considerations as discussed previously will be addressed in an Interlocal Agreement between the Drainage District and the City. Such an agreement is in process, and covers three main concerns: maintenance and responsibility for the ditch system inside of the city limits, maintenance of water quality and limitation of the runoff water quantity discharged. These three concerns will be addressed upon completion of said interlocal, and should satisfy the concerns of the two jurisdictions charged with this responsibility. The other water concern, ground water, is dependent upon this agreement as well. With the control of quantity and quality of runoff water, ground water quality should also be insured.

Traffic generation, also of significant concern, is addressed in the EIS. Implementation of the mitigation requirements of the EIS shall be subject to further refinement as individual development proposals are submitted to the city. Each proposal will be reviewed in light of the overall mitigation requirements of the EIS, and shall be charged with the contribution of funds toward, or the construction of specific element of the traffic mitigation plan. It will be necessary to review each development phase to

determine the full extent of mitigation required.

There are some traffic mitigation elements that are outside of individual proposal requirements. The north-south arterial will be required to be built as part of the first phase of the development; this work should include signalized intersections at SR-2 and 164th Street SE. City boulevard standards shall apply to this arterial.

Building height in the industrial area, and in particular for the office development is proposed at 4 stories. A variance, or zoning code text amendment will be required as a part of the binding site plan. Current building height is limited to 35 feet. To facilitate this taller building construction, the proponent has proposed to provide property for a satellite fire station, and to provide \$100,000 towards the purchase of another fire equipment (ie ladder truck) for the fire department. The fire department and city staff feel this mitigation should be sufficient.

#### SUMMARY OF INDUSTRIAL RECOMMENDATIONS

1. 35% of the designated industrial zoned area is to be designated as open space, with the bulk of the area to be located west of the north-south arterial.
2. Elimination of the large retail commercial development and the realignment of the north-south arterial in the industrial area will decrease flood storage losses on the site.
3. Storm water retention shall be provided in the open space area. The series of ponds will be designed so that water released from the retention system into the drainage ditches of Drainage District 4 are of the same quality as pre-development.
4. Release rates of storm water from the retention system shall not exceed the current rated from the Fryelands site into the drainage ditches. This rate will be monitored with water quality (4. above) by the city at the developers expense.
5. The city will require property dedication for a fire department satellite station and \$100,000 towards the purchase of additional fire department equipment.

**SUPPLEMENTAL MITIGATION REQUIREMENTS**  
**FRYELANDS DEVELOPMENT PROPOSAL**  
**FINAL ENVIRONMENTAL IMPACT STATEMENT**

The preceding section reviewed various impacts based upon land use for the proposed development on the Fryelands. As a result of this review, recommendations were made for changes to the plan, based upon city codes and the area comprehensive plan.

This section reviews some of the mitigation measures proposed in this EIS, and refines or further defines these measures. Based in part upon the plan recommendations of the previous section, and in part upon this analysis, specific recommendations are made as to procedure for future SEPA determinations, change in mitigation, and the timing and responsibility for accomplishing such mitigation as development permits are requested.

The recommendations contained in this report, for both land use and mitigation are not intended to replace any mitigation noted in the EIS, but rather to supplement and further define the process of implementing some of this EIS mitigation.

**GENERAL CONDITIONS APPLICABLE TO THE PROPOSAL**

1. Delete the retail/commercial portion of the project as shown except for a service neighborhood commercial business area, to be located closer to a point between the residential and industrial portion of the plan.
2. A commercial site located along the north-south roadway between the drainage ditch and the BNRR shall be permitted.
3. The development should not displace more than 760,000 cubic yards net loss at flood stage, with the site plan revised as noted previously.
4. The city will not issue any occupancy permits in the Fryelands development until the required traffic mitigation for that particular development permit has been completed.
5. Any binding site plan or Planned Residential Development (PRD) master plans, shall include noise level reduction, light and glare reduction and aesthetic design mitigation as noted on pages 36, 50 & 52 of the DEIS. These environmental health mitigation measures shall be in place prior to issuance of an occupancy permit for that phase of development or building permit.

## TRAFFIC MITIGATION

1. The following improvements shall be made as a part of the initial development phase of the Fryelands proposal, and shall be completed prior to the finalization of the initial development phase (recording). Recognizing that the building of some major structures may require extended construction periods, building permit may be issued prior to completion of the following mitigation. Such permits will be issued on the basis that an occupancy permit will not be issued, and the occupancy of such structures shall not be permitted until said following mitigation has been completed and accepted by the city:
  - A. The proposed north-south arterial roadway from SR2 to 164th Street SE, including the railroad (BNRR) crossing as well as the development of the berming and pedestrian (trail) system shown in the EIS and the comprehensive plan on the Fryelands site.
  - B. Traffic improvements for the north-south arterial shall include the signalization of the intersection of that roadway with 164th Street SE.
  - C. Traffic improvements for the north-south arterial shall include the signalization of the intersection of that roadway with SR-2.
  - D. An east bound right turn lane from SR-2 to the north-south arterial shall be installed, with adequate stacking space to accommodate turning delays caused by the railroad for the BNRR (WSDOT to determine length of widening to SR-2).
  - E. A west bound left turn lane from SR-2 to the north-south arterial shall be installed, with adequate stacking space to accommodate turning delays from the BNRR tracks (length to be determined by WSDOT).
  - F. Install noted widening and channelization improvements to the intersection of 179th Avenue SE and SR-2 (Design to be approved by WSDOT). Required improvements shall not include signalization revisions.
  - G. Eastbound SR-2 shall be widened to add an additional eastbound lane at SR-522 (Design to be approved by WSDOT).

- H. A traffic Demand Mitigation study (TDM) shall be implemented for the proposed industrial and office development; except that, any development prior to this requirement that will involve the construction of over 100 parking spaces, shall perform their own TDM program; such program will be incorporated into the TDM study for the full development.
  - I. The design recommendations of Community Transit shall be constructed at this point and shall be included in the TDM program for the development.
  - J. The city and its traffic engineer shall determine the design standards and construction schedule of the improvements in conjunction with WSDOT and, where applicable, Snohomish County Public Works.
2. Actual impacts created by unknown users may exceed that of the proposal. To insure proper mitigation is being imposed, the City shall review each phase of the development to insure that the scope of the mitigation is within the parameters of the EIS.
- A. Additional mitigation improvements to the intersection of SR-522 and SR-2.
  - B. Mitigation requirements for the DEIS as noted on page 96, Table 29, Future Levels of Service PM Peak Hour with Mitigation shall be constructed on a phased or permit basis.
  - C. Implementation of mitigation will be based upon revised traffic generation projections of this development, taking into account actual mitigation performed and that necessary to complete the development. Such revised projections shall be done after each substantial development to insure that the intent of the mitigation in the EIS is met.

#### **FIRE PROTECTION**

1. The proponent of the Fryelands development will make a \$100,000 one time contribution toward the purchase of additional fire equipment for the city fire department. The purpose of this contribution is to provide the down payment required at the time of ordering such a vehicle.
2. There shall be a dedication of a 0.5 acre tract of land, preferably in conjunction with the neighborhood commercial service facility site, to be used as a satellite fire station. The site

will be prepared, graded, seeded and shall have the necessary sanitary sewer and municipal water services stubbed to the site.

3. All non-residential structures to be constructed in the Fryelands development shall contain internal sprinkler systems.

4. Water service to and in the development shall be of sufficient size to provide an adequate supply of water for fire fighting purposes. Such capacity shall be determined by the city engineer in conjunction with the fire chief.

#### **POLICE PROTECTION**

1. The city police department shall be included in the review of the site development plans submitted for this proposal. The purpose of such site review shall be to indicate and suggest alternative design that will lessen the potential for criminal acts.

2. Street lighting shall be installed with initial street construction. Architectural landscape screening and low level lighting systems shall be installed as determined in the binding site plan or preliminary plat process. In all cases, such systems shall be installed prior to issuance of a final plat or binding site plan occupancy permit.

3. The construction phase of the development shall use private security services to reduce call and patrol levels by the city until such time revenue sources from the development will permit inclusion of the area into the city's patrol.

#### **PARKS AND RECREATION**

1. Park and open space dedication as shown on the proposed development plan shall be accomplished as a part of the platting process or the filing of binding site plans.

2. The 20 acre "community" park site shall be graded and seeded to the extent that the fields (baseball and soccer) will be usable within 18 months after acceptance by the city.

3. The lineal trail system noted west of the north-south arterial shall be installed along with the landscaped berm area to also be located west of the arterial. This area will also be dedicated to the city along with the community park at time of final plat approval.

4. The lineal trail system and associated berm shall be subject to city design approval.

5. The street boulevard of the north-south arterial shall be designed, landscaped and developed as a part of the installation of the roadway. The boulevard shall continue the concept established by the city with West Main and South Lewis Street.

6. The trail system comprised of the drainage ditch system between the industrial area and the residential area, and as started in the Monroe Valley Industrial Park to the east, shall be continued through this development. Such trail system shall be comprised of a berm along the north side of the ditch, and north of the trail. At least two foot bridge crossings of the ditch, shall be installed to tie the residential area to the trail system.

7. The development shall include a landscaped approach at the intersection of SR-2 and the north-south arterial. The design of such entrance shall be at the developers cost, and subject to approval by the city.

#### **SCHOOL MITIGATION**

1. The development shall contain a 7 acre elementary school site. The location of the site shall be as shown on the revised plan, being south of the 20 acre community park and west of the north-south arterial roadway.

2. The site shall be graded and finished to a school district plan, and shall contain a compacted base for the footings of a future school. Sanitary sewer and municipal water shall be stubbed to the site.

3. The improved site shall be in lieu of meeting the fiscal contributions noted in the city school mitigation ordinance, but shall maintain continuity to the intent of that ordinance.

#### **WATER SERVICE**

1. The principal water main shall be looped from the site, north under SR-2 through the airport property to 179th Avenue SE.

2. The southern portion of the water main loop shall be through the site to 171st Avenue SE.

3. The site shall pay its proportionate share of the Water Reservoir Capital Improvement Fees (to be established).

#### **SANITARY SEWER**

1. The engineer for the Fryelands development shall analyze the lift station capacities at 147th Street SE and 154th Street SE to determine increase pump capacities necessary to upgrade the two lift stations.

2. Any increase in required pumping capacity of the lift stations, requiring additional pumps shall be provided by the developer of the Fryelands and shall be installed under the supervision of the city.

3. The developer for the Fryelands shall pay the Sewage Treatment Plant and Capital Improvement Program fees established annually by resolution of the City Council as a part of the city's long range

plans for increasing treatment capacity.

#### **STORM WATER**

1. The storm water retention system for the proposal shall be designed to retain a 100 year storm event. The retention system shall include a series of ponds located in the area designated for open space (golf course).
2. The release rate shall be based upon current run-off into the district ditch system. The final agreements on storm water run-off and water quality shall be included within an Interlocal agreement between the city and the drainage district.
3. The retention system shall include oil/water separators in all catch basins. A maintenance program, funded by the developer shall be instituted for the storm water retention system, including street sweeping and basin clean out. This program shall be approved by the Director of Public Works, and shall be integrated into the city system upon completion of the development and acceptance of the system by the city.
4. The maintenance program shall include maintenance and cleaning of drainage district ditches, and shall be performed under supervision of the city utilities department. Such maintenance shall be in conformance with, and subject to maintenance agreements in the interlocal agreement between the city and the drainage district.
5. There shall be an emergency response plan developed for the area covering notification, response containment and responsibility for any contamination spills. The plan shall be reviewed and approved by the city fire department prior to the issuance of any permits for the site.
6. The designated open space along the northerly boundary of the proposed development, adjacent to the BNRR, shall be improved. An enhancement plan shall be prepared to preserve wildlife habitat in the 10 acre tract, with such plan to be approved by the City of Monroe.
7. Grading operation for the site shall not commence until the developer has written and had approved, a plan for erosion and siltation control. Such plan shall include the installation of siltation fences, and shall contain construction, retention ponds and vehicle cleaning areas. Dust control of the site, including spraying of construction road shall be a part of the grading plan. The plan shall include a long term erosion and siltation control program for those areas left unbuilt.



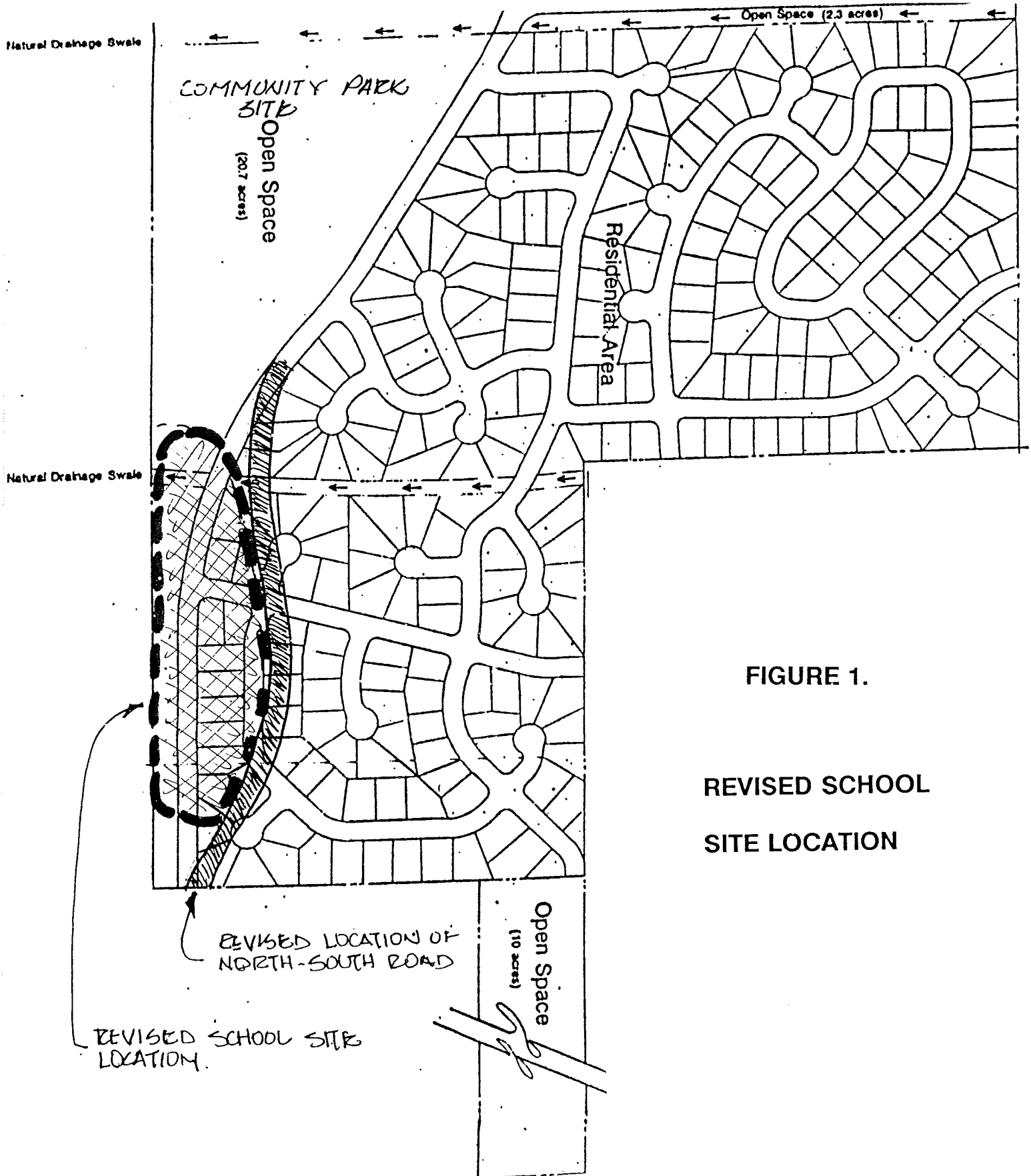


FIGURE 1.

REVISED SCHOOL  
SITE LOCATION

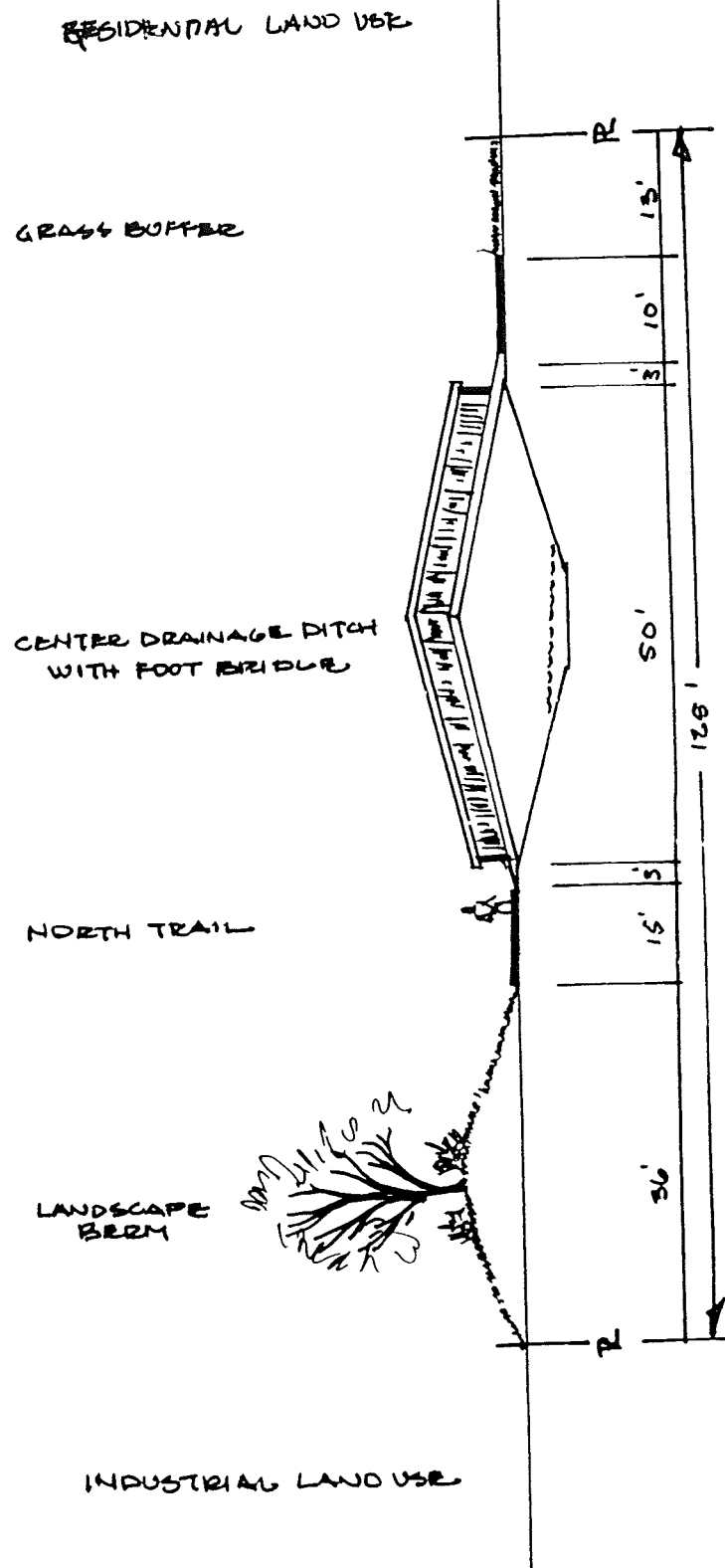


FIGURE 2.  
EAST/WEST DRAINAGE DITCH CROSS-SECTION

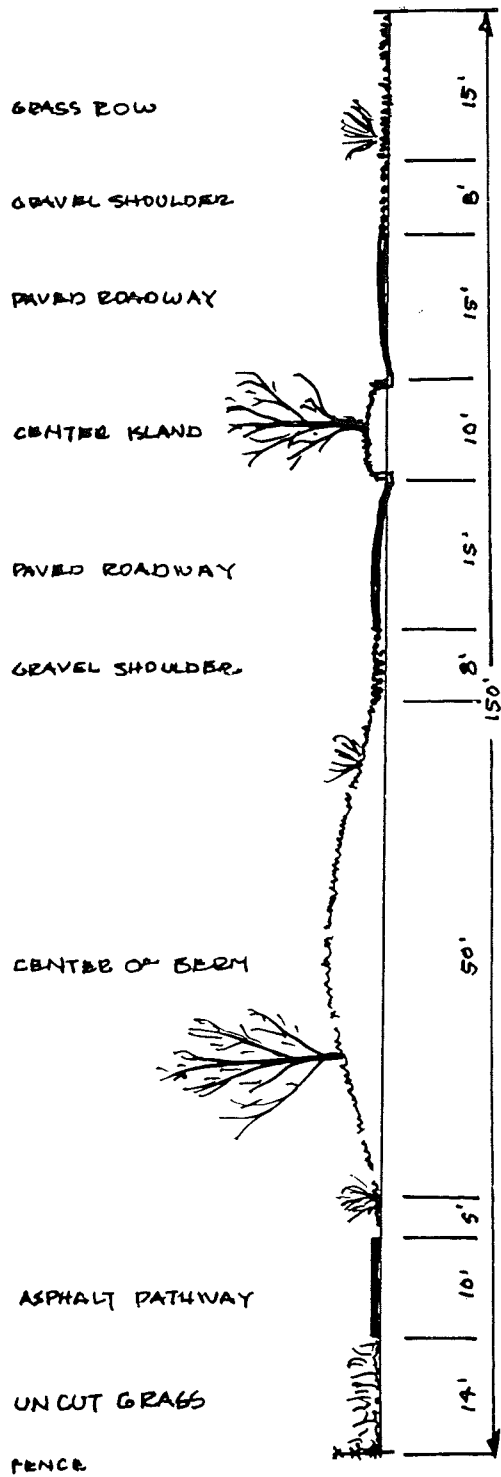


FIGURE 3A. INITIAL DESIGN CROSS-SECTION

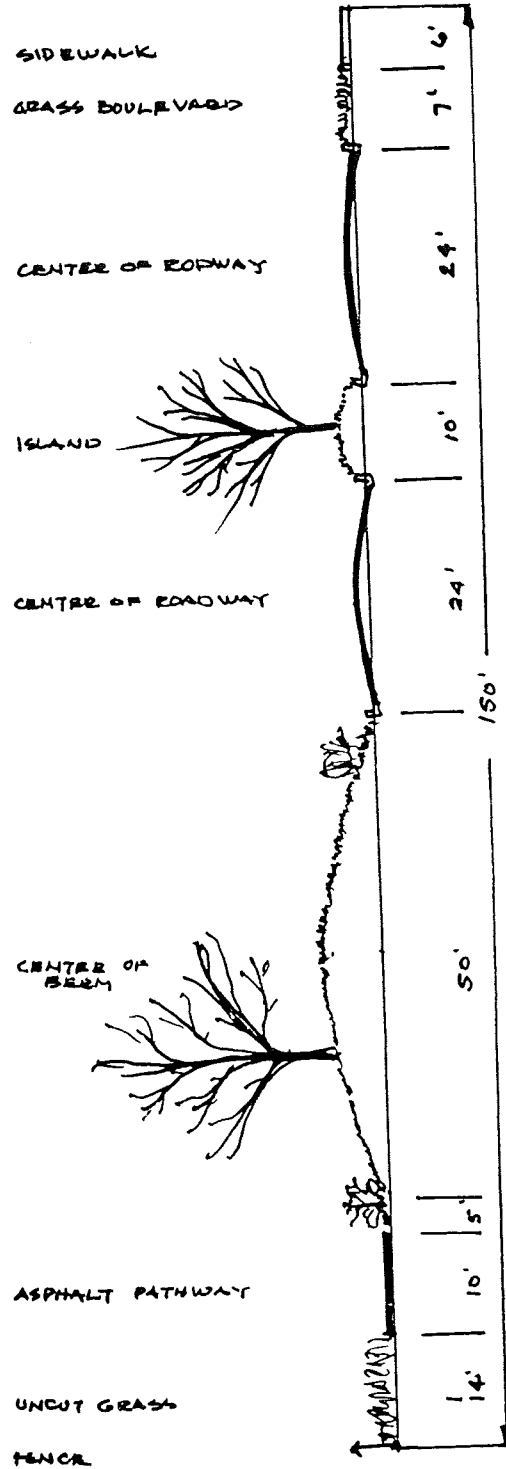


FIGURE 3B. FINAL DESIGN CROSS-SECTION

FIGURE 3.  
NORTH/SOUTH ARTERIAL CROSS-SECTIONS

REVISED CONCEPTUAL SITE PLAN  
FRYELANDS DEVELOPMENT

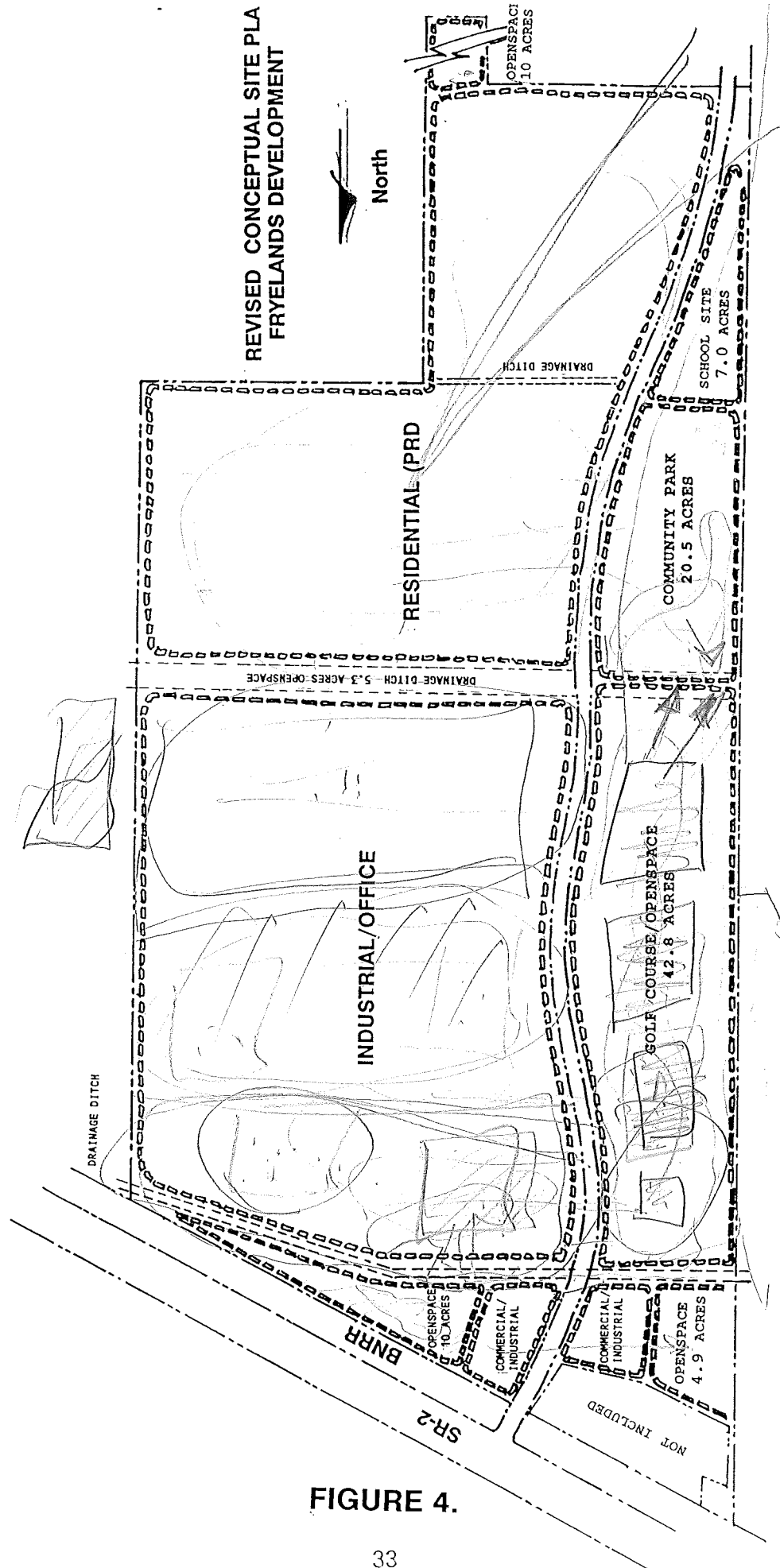


FIGURE 4.